



DEBT SERVICE & CAPITAL IMPROVEMENTS

The Debt Service Fund provides for the repayment of government debt, collateralized by the full faith and credit of the City's taxing authority.

OVERVIEW

Funding sources for debt payment include property taxes, sales taxes, transfers from other funds, special assessments and interest earnings.

The City's Debt Policy is:

- long-term borrowing (bonds) is confined to capital improvements and self-insurance programs;
- short-term debt is used for bond anticipation purposes;
- revenue bonds are issued for projects of enterprise funds;
- an aggressive retirement program be maintained for existing debt, 10 years for City at-large debt and 15 years for most special assessment debt;
- general obligation debt finances general purpose public improvements which cannot be financed from current (pay-as-you-go) revenues;
- special assessment general obligation debt is used to finance special benefit district improvements; and
- a minimum Debt Service Fund reserve of \$3 million be maintained.

A component of the debt policy is compliance with the legal debt limit. According to Kansas Statutes (K.S.A. 10-308), bonded indebtedness is not to exceed 30% of the sum of taxable tangible property valuation and motor vehicle assessed valuation within the jurisdiction. The City's compliance with the legal debt limitation is detailed in the table on the right.

FINANCE AND OPERATIONS

The budget maintains property tax support at the 10-mill level. No increases in property tax rates are assumed. Debt service estimates are based on the adopted 2004–2013 Capital Improvement Program (CIP).

The debt service projection includes general obligation local sales tax (GO-LST) bonds to finance construction of the Tyler/Maize and Woodlawn freeway interchanges

New revenue streams directly offset the debt service requirements for the Tourism and Convention (T&C) and Tax Increment Financing (TIF) Districts. Debt service for the Hyatt Parking Garage and Energy Complex are supported by transient guest taxes exclusive to the Hyatt Hotel. The debt service of the TIF Districts is supported by property tax resulting from the improvements in the respective areas.

The pay-as-you-go program consists of temporary note repayment. Temporary notes may be used for projects, which may not qualify for tax-exempt bond status and therefore, are repaid with higher interest taxable bonds. Pay-as-you-go financing reduces future debt service requirements by retiring obligations following short-term financing.

The target fund balance is budgeted at 5% of budgeted expenditures. Projects that are under construction, but not finalized, have caused the reserve level to increase. As the unfinished projects are completed, the fund balance will be reduced to the target level.

Statement of Legal Debt Margin As of August 1, 2005	
-2004 Tangible Valuation	\$2,545,942,142
-2004 Motor Vehicle Property - Assessed Valuation	435,709,661
Equalized tangible valuation for computation of bonded indebtedness limitations	\$2,981,651,803
Debt limit (30% of equalized tangible valuation)	\$894,495,541
-Bonded indebtedness	\$489,651,536
-Temporary notes	66,180,000
Total net debt	\$555,831,536
<u>Less exemptions allowed by law:</u>	
-Airport	\$3,740,000
-Sales Tax	122,180,000
-Park Improvements	12,302,170
-Sewer Improvements	76,420,672
-Storm Water Utility	10,392,020
Total deductions allowed by law	\$225,034,862
-Legal debt applicable to debt margin	330,796,674
Legal debt margin	\$563,698,867



REVENUE ASSUMPTIONS

Current property taxes...

- ❑ in 2006 will grow at 4.98%, decreasing to 4% annually in 2007 and beyond. No change in the taxing rate is assumed.
- ❑ assume a 10 mill levy for all years. **No change in the taxing rate is assumed.**

Delinquent tangible property tax...

- ❑ (for prior years) is projected at 4% of current property taxes levied.
- ❑ Payments in lieu of property tax (PILOT) are based on the City share of these payments from outstanding industrial revenue bonds.

Current special assessments (SAs)...

- ❑ for 2005 and thereafter are the actual special assessments certified, less any advance or prepayments, as of December 31, 2004.
- ❑ assume a 5% delinquency rate.
- ❑ will change as new assessments are issued and as owners opt for advance payment of assessments.

Prepaid special assessments...

- ❑ are from the City's payment schedules for these assessments, as of March 31, 2005.

Delinquent special assessments...

- ❑ (for prior years) are estimated based on the historical relationship (3.5%) to total current and new special assessments.

Payments in lieu of special assessments (PILOSA)...

- ❑ are developed by the Finance Department for GO/SA debt service paid directly by the Water and Sewer utilities.

Utility delinquent special assessments...

- ❑ are paid by the Water and Sewer utilities.
- ❑ are for unpaid general obligation assessments related to water and sewer projects.

New special assessment revenues...

- ❑ are projected to cover debt service (principal and interest) payments for new special assessment projects, less 5% delinquency.
- ❑ relate to debt service payment schedule assumptions below, under "Expenditure Assumptions."

Motor vehicle property taxes...

- ❑ are projected to grow 3% in 2006 and 3% annually thereafter.
- ❑ are projected first as one total amount, then allocated to the General Fund and the Debt Service Fund.

- ❑ vary between the General Fund and Debt Service Fund because of the state allocation formula, which relates to the prior (budget) year share of the current property tax levy for each fund.

Interest earnings...

- ❑ are based on an assumed investment earnings rate (2.5%) relative to unencumbered fund balance and other total (current) revenues in the Debt Service Fund.
- ❑ also include premiums or discounts from bond issuances.

City Hall parking/rent revenues...

- ❑ are based on utilization of the City Hall parking facility pursuant to estimates provided by the Property Management division.

Transfers in...

- ❑ from the Tourism and Convention Fund and the Tax Increment Financing Districts are based on debt service schedules for general obligation projects related to these funds.
- ❑ are based on actual payment schedules for current GO debt funded by property tax and special assessments.
- ❑ for local sales tax (LST) projects include the amounts for actual (current) debt service (principal and interest).

EXPENDITURE ASSUMPTIONS

(GO) general obligation debt service...

- ❑ is based on actual payment schedules for current GO debt funded by property tax and special assessments.

GO/LST (local sales tax) debt service...

- ❑ reflects the actual debt service schedule for current general obligation debt funded by the local sales tax.
- ❑ includes projected future GO/LST debt service for freeway projects as approved in the 2004-2013 CIP.

Fiscal agent/other...

- ❑ represents an estimate of bond issuance costs based on 0.1% of debt service for all current GO (paid by property tax, SAs and LST).

Temporary note repayment...

- ❑ represents a source available for pay as you go financing.
- ❑ fluctuates to maintain fund balance at about 5% of annual expenditures.



New GO debt service paid from property tax...

- ❑ is estimated as the principal and interest payments needed to fund approved and potential projects.
- ❑ assumes payments spread over a ten-year period at a 4% annual cost on outstanding principal.
- ❑ assumes commencement with one interest payment within six months of bond issuance, and principal payment beginning in the year following.

New special assessment debt service...

- ❑ is estimated as the principal and interest needed for special assessment projects of \$24 million annually.
- ❑ assumes payments are spread over a 15 year period at a 4.5% annual cost on outstanding principal with one interest payment between six and 12 months after bond issuance, depending on certification to the County, and principal payments beginning in the year following.

The Adopted 2004-2013 Capital Improvement Program (CIP) is presented to the City Council as a separate document. The program is a projection of infrastructure construction and reconstruction over the next decade.

The schedule of new capital projects represents the efforts of the City to address critical infrastructure needs based on evaluations of:

- Need for new capital construction to support community growth and development.
- Existing infrastructure reconstruction requirements.
- Capital investments necessary to improve services to the public.
- Coordination with available Federal and State grant funding.
- Local financing capabilities based on prior City Council policy determinations, including designated mill levy support (10 mills); use of local sales tax revenues primarily for freeways, as well as a limited amount annually for arterials and bridges; and limited increases in utility rates to fund improved drainage, water and sewer services.

FUND BALANCE (YEAR END)

- ❑ on December 31, 2005, is projected to be \$27,653,620 or 39.83% of fund expenditures.
- ❑ on December 31, 2006, is projected to be \$3,004,640 or 2.81% of fund expenditures.

Debt Service Fund Budget Summary					
	2004 Actual	2005 Adopted	2005 Revised	2006 Adopted	2007 Approved
General Property Tax	24,560,183	24,856,910	24,854,400	26,146,440	27,199,650
Special Assessments	25,216,017	21,691,470	25,965,460	28,003,080	28,652,850
Motor/Recreational Vehicle Tax	3,737,757	3,485,900	3,849,890	3,965,390	4,084,350
Interest Earnings	1,266,945	1,000,000	1,000,000	1,000,000	1,000,000
Transfers In from Tourism & Convention	1,783,680	1,916,350	1,792,230	1,783,890	1,774,430
Transfers In from TIF Districts	3,008,760	4,096,350	3,963,790	3,934,920	4,005,870
Other Transfers In	12,864,421	7,760,580	15,154,310	17,625,320	18,142,300
Total Debt Service Fund Revenue	72,437,763	64,717,560	76,580,080	82,459,040	84,859,450
Existing Debt	55,066,825	50,077,540	61,680,840	56,492,020	52,225,890
Temporary Notes	23,149,969	15,030,000	7,752,700	42,280,000	17,580,000
New Debt	0	4,326,000	0	8,336,000	15,054,000
Total Debt Service Fund Expenditures	78,216,794	69,433,540	69,433,540	107,108,020	84,859,890
Revenue Over/(Under) Expenditures	(5,779,031)	(4,715,980)	7,146,540	(24,648,980)	(440)
Debt Service Fund Balance	20,507,080	3,462,201	27,653,620	3,004,640	3,004,200

For additional information on the Debt Service Fund visit www.wichita.gov!



Repayment Schedule for Current General Obligation/Local Sales Tax Debt Service

		2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
PAID FROM TAXES											
PRINCIPAL AMOUNTS											
1	1993D SA Refunding (Sewer Utility)	20,000	(70,000)	(135,000)	(170,000)	-	-	-	-	-	-
2	Series 737	1,623,990	-	-	-	-	-	-	-	-	-
3	Series 740	2,043,620	2,043,620	-	-	-	-	-	-	-	-
4	Series 742	295,000	295,000	295,000	-	-	-	-	-	-	-
5	Series 745	1,081,424	1,081,424	1,081,424	-	-	-	-	-	-	-
6	Series 747	545,962	545,962	545,962	545,962	-	-	-	-	-	-
7	Series 749	880,000	880,000	880,000	880,000	-	-	-	-	-	-
8	Series 950	235,000	295,000	360,000	425,000	500,000	575,000	655,000	745,000	835,000	930,000
9	Series 951	235,000	250,000	270,000	290,000	315,000	335,000	360,000	395,000	425,000	455,000
10	Series 952	80,000	85,000	90,000	95,000	100,000	105,000	110,000	115,000	120,000	125,000
11	Series 953	426,855	752,778	703,619	653,403	610,452	570,423	531,505	494,856	457,805	426,695
12	Series 753	1,030,000	1,030,000	1,030,000	1,030,000	1,030,000	-	-	-	-	-
13	Series 755	940,000	940,000	940,000	940,000	940,000	940,000	-	-	-	-
14	Series 757	1,195,020	1,195,020	1,195,020	1,195,020	1,190,020	1,190,020	-	-	-	-
15	Series 954	415,000	435,000	460,000	480,000	505,000	530,000	-	-	-	-
16	Series 955	135,000	150,000	175,000	200,000	225,000	255,000	285,000	320,000	360,000	400,000
17	Series 759	510,000	510,000	510,000	510,000	510,000	510,000	510,000	-	-	-
18	Series 761	830,000	830,000	830,000	830,000	830,000	830,000	830,000	-	-	-
19	Series 763	375,000	395,000	420,000	445,000	470,000	495,000	525,000	555,000	590,000	620,000
20	Series 769	965,000	965,000	965,000	965,000	965,000	970,000	970,000	970,000	970,000	-
21	Series 771	915,000	915,000	915,000	915,000	920,000	920,000	920,000	920,000	920,000	-
22	Series 956	675,000	705,000	740,000	775,000	810,000	850,000	890,000	935,000	980,000	-
23	Series 773	1,330,000	1,330,000	1,335,000	1,335,000	1,335,000	1,335,000	1,335,000	1,335,000	1,335,000	1,335,000
24	Series 775	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000
25	ANNUAL TOTAL PRINCIPAL	18,081,871	16,858,804	14,906,025	13,639,385	12,555,472	11,710,443	9,221,505	8,084,856	8,292,805	5,591,695
INTEREST AMOUNTS											
26	1993 D SA Refunding (Sewer Utility)	(162,987)	(118,467)	(51,617)	(22,500)	-	-	-	-	-	-
27	Series 737	43,036	-	-	-	-	-	-	-	-	-
28	Series 740	192,100	96,051	-	-	-	-	-	-	-	-
29	Series 742	33,335	20,207	6,785	-	-	-	-	-	-	-
30	Series 745	158,969	107,061	54,072	-	-	-	-	-	-	-
31	Series 747	91,176	65,789	39,856	13,597	-	-	-	-	-	-
32	Series 749	150,260	113,740	76,340	38,500	-	-	-	-	-	-
33	Series 950	257,850	245,395	230,350	214,690	195,990	173,740	147,865	118,063	83,420	44,175



		2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
34	Series 951	215,692	200,471	184,278	166,789	148,005	127,602	105,903	82,585	57,000	29,472
35	Series 952	46,285	42,925	39,270	35,355	31,175	26,725	22,053	17,048	11,700	6,000
36	Series 953	218,145	462,222	511,381	561,597	604,548	649,577	688,495	725,144	762,195	793,305
37	Series 753	225,570	181,795	137,505	92,185	46,350	-	-	-	-	-
38	Series 755	205,860	170,140	133,950	96,820	58,750	19,740	-	-	-	-
39	Series 757	331,157	275,888	220,619	165,349	110,080	55,040	-	-	-	-
40	Series 954	129,675	111,000	91,425	70,725	48,645	24,910	-	-	-	-
41	Series 955	146,485	137,845	131,095	123,220	114,020	103,445	91,205	77,240	61,240	43,060
42	Series 759	166,770	141,270	115,770	90,270	64,770	39,015	13,005	-	-	-
43	Series 761	279,088	237,588	199,200	160,190	120,765	80,925	40,670	-	-	-
44	Series 763	324,123	299,748	274,073	252,653	231,293	208,498	184,243	158,255	130,228	99,990
45	Series 769	302,369	271,006	239,644	207,558	173,783	137,013	98,213	59,413	20,006	-
46	Series 771	269,688	244,525	219,363	194,200	166,750	136,850	104,650	71,300	36,800	-
47	Series 956	251,630	231,380	210,230	188,030	164,780	136,430	106,680	73,750	38,220	-
48	Series 773	396,308	363,058	329,745	296,370	261,326	221,276	176,220	128,494	78,765	26,700
49	Series 775	500,933	349,700	323,700	284,700	245,700	206,700	173,550	136,500	91,000	45,500
50	ANNUAL TOTAL INTEREST	4,773,516	4,250,337	3,717,033	3,230,297	2,786,729	2,347,485	1,952,751	1,647,792	1,370,574	1,088,202
	PAID FROM SPECIAL ASSESSMENTS										
	PRINCIPAL AMOUNTS										
51	1993D SA Refunding	4,510,000	3,135,000	1,460,000	950,000	-	-	-	-	-	-
52	Series 733	405,000	425,000	450,000	475,000	500,000	-	-	-	-	-
53	Series 735	335,000	355,000	370,000	390,000	405,000	430,000	-	-	-	-
54	Series 738	245,000	260,000	275,000	295,000	310,000	330,000	350,000	-	-	-
55	Series 739	750,000	795,000	840,000	885,000	930,000	985,000	1,035,000	-	-	-
56	Series 746	695,000	730,000	770,000	810,000	850,000	900,000	945,000	995,000	1,045,000	-
57	Series 748	385,000	400,000	420,000	440,000	460,000	485,000	510,000	535,000	565,000	-
58	Series 750	310,000	330,000	345,000	370,000	390,000	410,000	430,000	455,000	485,000	510,000
59	Series 752	995,000	1,050,000	1,105,000	1,170,000	1,230,000	1,300,000	1,370,000	1,445,000	1,525,000	1,610,000
60	Series 754	705,000	740,000	775,000	815,000	855,000	900,000	940,000	990,000	1,040,000	1,095,000
61	Series 756	575,000	605,000	635,000	665,000	700,000	735,000	770,000	810,000	850,000	890,000
62	Series 758	410,000	435,000	455,000	475,000	500,000	525,000	550,000	580,000	610,000	640,000
63	Series 760	880,000	930,000	990,000	1,045,000	1,105,000	1,170,000	1,235,000	1,305,000	1,380,000	1,460,000
64	Series 764	390,000	415,000	435,000	455,000	480,000	505,000	530,000	560,000	590,000	620,000
65	Series 766	355,000	375,000	390,000	410,000	435,000	455,000	480,000	500,000	530,000	555,000
66	Series 768	320,000	330,000	350,000	365,000	380,000	400,000	420,000	440,000	460,000	480,000
67	Series 770	430,000	450,000	470,000	495,000	515,000	540,000	565,000	590,000	615,000	640,000



		2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
68	Series 772	740,000	775,000	810,000	845,000	885,000	925,000	965,000	1,010,000	1,055,000	1,100,000
69	Series 774	615,000	640,000	665,000	695,000	720,000	750,000	780,000	815,000	850,000	880,000
70	Series 2003A	855,000	2,065,000	2,100,000	2,200,000	2,255,000	1,640,000	1,685,000	1,575,000	-	-
71	ANNUAL TOTAL PRINCIPAL	14,905,000	15,240,000	14,110,000	14,250,000	13,905,000	13,385,000	13,560,000	12,605,000	11,600,000	10,480,000
	<u>INTEREST AMOUNTS</u>										
72	1993D SA Refunding	557,142	324,327	135,940	50,700	-	-	-	-	-	-
73	Series 733	111,565	92,125	71,300	49,250	25,500	-	-	-	-	-
74	Series 735	96,510	82,105	66,840	50,560	33,400	17,200	-	-	-	-
75	Series 738	115,710	102,112	87,553	71,877	54,915	37,400	19,250	-	-	-
76	Series 739	320,555	283,805	244,055	202,055	156,920	108,095	55,890	-	-	-
77	Series 746	387,253	354,935	320,260	282,915	242,820	200,320	155,320	107,125	55,385	-
78	Series 748	193,915	176,975	158,975	139,865	119,625	98,465	75,670	51,700	26,555	-
79	Series 750	180,175	167,155	152,965	137,958	121,678	104,323	86,078	66,728	46,025	23,715
80	Series 752	579,173	534,398	489,773	442,258	390,778	335,427	276,927	213,565	145,650	72,450
81	Series 754	425,455	398,665	369,805	338,805	306,205	271,150	233,350	193,400	149,840	103,040
82	Series 756	393,645	368,920	342,300	313,725	283,135	250,235	214,955	177,225	136,725	93,800
83	Series 758	349,998	328,473	305,635	281,748	257,998	232,498	205,460	176,585	145,845	112,905
84	Series 760	764,873	707,673	647,223	593,763	543,603	490,010	432,680	371,548	305,645	234,920
85	Series 764	312,675	295,125	276,450	256,875	236,400	217,200	196,495	174,235	150,155	124,195
86	Series 766	284,603	269,870	254,308	238,123	221,108	201,533	181,058	160,418	138,418	114,303
87	Series 768	263,285	247,285	230,785	218,535	205,760	191,510	175,710	158,490	140,010	120,460
88	Series 770	324,996	303,496	280,996	266,896	252,046	234,665	215,765	195,143	173,018	148,418
89	Series 772	924,305	550,471	523,346	503,096	481,971	455,421	425,359	391,584	355,224	315,661
90	Series 774	476,206	414,975	389,375	362,775	339,319	317,719	295,219	271,819	246,554	218,929
91	Series 2003A	419,521	370,150	328,850	244,850	200,850	144,475	99,375	48,825	-	-
92	ANNUAL TOTAL INTEREST	7,481,560	6,373,041	5,676,735	5,046,630	4,474,032	3,907,646	3,344,561	2,758,389	2,215,048	1,682,796
	<u>PAID FROM LOCAL SALES TAXES PRINCIPAL AMOUNTS</u>										
93	Series 1996	2,500,000	2,500,000	2,500,000	-	-	-	-	-	-	-
94	Series 2002	2,270,000	2,375,000	2,490,000	2,610,000	2,735,000	2,865,000	3,005,000	3,150,000	3,300,000	3,460,000
95	ANNUAL TOTAL PRINCIPAL	4,770,000	4,875,000	4,990,000	2,610,000	2,735,000	2,865,000	3,005,000	3,150,000	3,300,000	3,460,000
	<u>INTEREST AMOUNTS</u>										
96	Series 1996	283,750	171,250	57,500	-	-	-	-	-	-	-
97	Series 2002	1,984,575	1,891,675	1,794,375	1,679,325	1,545,700	1,405,700	1,273,975	1,150,875	1,019,813	865,250
98	ANNUAL TOTAL INTEREST	2,268,325	2,062,925	1,851,875	1,679,325	1,545,700	1,405,700	1,273,975	1,150,875	1,019,813	865,250



CAPITAL IMPROVEMENT PROGRAM

THE CAPITAL IMPROVEMENT PROGRAM AND THE ANNUAL OPERATING BUDGET

The annual operating budget and the Capital Improvement Program (CIP) are complementary City plans. The annual budget is a guide for the day-to-day operations of the City's programs. The CIP is a guide to new construction or improvements to the City's infrastructure and facilities, ranging from road expansion to repairs on publicly owned buildings to acquisition of new water sources.

The CIP requires a good operating budget and a solid financial base in the operating budget to allow for debt or cash financing of capital projects. In addition, an excellent operating budget can assist in raising or maintaining the bond rating of the City. A higher rating means that the City pays a lower interest rate for the bonds it sells to finance capital projects.

The annual budget process must take into account requirements of funding infrastructure, maintenance, and related operational costs. Since the CIP is primarily funded from property taxes, mill levy changes in the annual operating budget can mean changes in the resources available for capital projects.

REVENUE SOURCES AND PROJECTIONS

Development of the Capital Improvement Program has two preliminary phases. The first phase begins with revenue projections. Like the revenue projections for the operating budget, trends are studied, and performance assumptions are generated. From these assumptions, expenditure estimates are developed. However, since the CIP is a ten-year plan, revenue projections must be made further into the future than those required by the operating budget.

Existing debt service payments are calculated so estimates can be made for the additional amount of debt that can be assumed in any given year. Once the new debt has been calculated and all other revenue sources identified, dollars are allotted to each project category for the ten years of the capital planning period.

The Debt Service Fund contains the anticipated revenues/sources and debt service expenditures for the part of the CIP that is financed from property tax and sales tax revenue.

- **Property taxes** - The mill levy is projected at 10 mills for the ten year CIP period. Except for a three-year period from 1993 to 1995, when property tax funding was reduced to fund the Public Safety Initiative, property tax support has remained steady at the 10-mill level.

- **Sales tax** - Sales tax moneys for freeway and road construction are held in the Sales Tax Trust Fund until they are transferred to projects or to the Debt Service Fund (for principal and interest on sales tax general obligation bonds).

In addition to property and sales taxes, the Capital Improvement Program is financed by:

- **Special assessments** - made against properties deemed primarily to benefit from the improvement.
- **Motor vehicle taxes** - collected by Sedgwick County on all motor vehicles that are not subject to property or ad valorem taxes.
- **Interest earnings** - on fund balance and current revenues in the fund.
- **Transfers** - include Tourism and Convention Fund transfers for Expo Hall, Lawrence Dumont Stadium, Conference Center, and parking facilities, and Tax Increment Financing (TIF) fund transfers to pay for capital improvements within the respective TIF districts.
- **Other** - sale proceeds from property, developer participation in improvement plans (such as lease payments), and other miscellaneous sources.

Other parts of capital improvement program financing are budgeted as debt service in proprietary funds.

REQUESTS FOR PROJECTS AND ADMINISTRATIVE REVIEW

The second phase of CIP development involves requests for projects. Requests are sought from businesses, neighborhood and community organizations, the Citizen Participation Organization, and advisory boards and commissions. These groups, as well as individuals, may submit projects for consideration by the City engineers and the CIP Administrative Committee.

The next phase in the process involves the CIP Administrative Committee. Through a series of meetings, the committee develops the project plan for the term of the program.

Proposed projects are studied by the City CIP Administrative Committee, and are ranked according to criteria set forth by the Committee.

Capital improvement projects must meet the useful life criteria to be financed. General guidelines are below:

- **Public facilities** - 40-year general life and 10-year financing term.
- **New road construction** - 40-year general life and 10-year financing.



- **Major road and bridge rehabilitation** - 15-year general life and 10-year financing.
- **Water, sanitary sewers, and drainage** - 40-year general life and 20-year revenue bonds.
- **Miscellaneous items** - based on asset life, with 10-year financing.
- **Local sales tax projects** - pay as you go or sales tax/GO backed bonds with 10-15 year term.

HEARINGS AND ADOPTION

Following the Administrative Committee's plan development, the CIP is forwarded to the City Manager and then to the City Council. Additional hearings are held before the Metropolitan Area Planning Commission and the Citizen Participation Organization. Like the operating budget, the City Council hears public comments on the CIP prior to adoption. The Council can move, add, or delete projects.

IMPLEMENTATION

Once the CIP is adopted, City departments use it as a guide for implementing capital improvements. Each project is individually authorized by the City Council through adoption of an ordinance or resolution.

Departmental staff reviews the CIP to see what operating costs are involved in the new CIP improvements, so that these costs may be included in their operating budget submittals.

BUDGETING FOR ONGOING OPERATING COSTS OF CIP PROJECTS

As a general practice, the proposed 10-year Capital Improvement Program is developed and revised (from the prior year's CIP) in a process that parallels development of the City's proposed two-year operating budget.

While the operating budget is being reviewed, the Capital Improvement Program is prepared for distribution. After the plan is presented to the City Council, hearings are held for the purpose of receiving comments on the proposed program. Finally, the City Council adopts the plan.

Departments are asked to estimate ongoing operating costs associated with CIP projects, so these can be considered along with the capital project cost. When completion of a project is known, these operating costs are included in the department's operating budget requests.

The new CIP program may include scheduled completion of projects in the next two years that are not fully known at the time the two-year operating budget is presented and adopted. The City's revolving two-year cycle also includes a revision process for the current year budget (as well as for the next year's). This affords an opportunity to budget for new operating costs in a timely manner.

ADOPTED 2005 –2014 CAPITAL PROGRAM

The Capital Improvement Program (CIP) and ten-year budget for the City of Wichita for fiscal years 2005 – 2014 was adopted on July 19, 2005. By continuing the progress made in prior years, this CIP begins to lay the foundations for City Council's emerging strategic vision and capitalizes on Wichita's strengths.

This CIP was built on the following policy framework:

- *A constant 10-mill levy for capital projects;*
- *Sales tax receipts split equally between the operating and capital budgets;*
- *Water and Sewer rate increases to support the proposed Utility capital plan;*
- *ERU increases of 25¢ each year in 2006 and 2007;*
- *No other revenue enhancements; and*
- *No changes to previously approved projects.*

The Adopted CIP is a capital program emphasizing six broad initiatives:

- *Neighborhood revitalization and redevelopment;*
- *Maintenance of existing infrastructure;*
- *Public safety;*
- *Support of new growth and development;*
- *Maintenance and construction of new City facilities; and*
- *Implementation of these initiatives without impacting previously approved capital projects.*

NEIGHBORHOOD REVITALIZATION & REDEVELOPMENT

The **Economic & Redevelopment** section is new to the CIP this year. Over \$127 million in investment is proposed, encompassing 62 projects over the ten-year period. Over \$77 million (over 60 percent)

is recommended to be financed using General Obligation bonds. Highlights in this category include almost

The Economic and Redevelopment category includes 50 new capital projects.

\$75 million proposed in support of the 21st Street North Corridor Revitalization Plan. The Revitalization Plan is the culmination of a significant collaborative effort by neighborhood leaders and residents and City staff. In 45 years, thirteen 21st Street Corridor plans have been developed.

The 21st Street North Corridor Revitalization Plan is the first plan proposed to receive a significant funding commitment by the City. Specific plan elements proposed in the first several years CIP include: development of the International Marketplace and Mercado; infrastructure improvements including the 21st and Broadway intersection; new bridges, pavement and improved rail crossings on 21st Street; development of the 21st Overpass concept; and street and drainage improvements along 17th from Broadway to Interstate 135. As these elements are constructed, the City will be



working on additional Corridor projects, including improvements on 25th and 29th Streets, the final design of the Overpass, and streetscape and landscape improvements.

In addition, for the first time, the CIP includes funding for implementation of other Neighborhood Plans. Plans for Center City, Delano, Historic Midtown and McAdams are proposed for implementation, as well as development of Neighborhood Plans for Hilltop and Downtown. The Downtown Plan will define strategies to realize the long-term redevelopment potential of the area surrounding the new Downtown Arena.

The Pawnee/Union Pacific Rail Crossing is proposed for construction in 2008 – 10, using a combination of local funds and Federal grants. The project will relieve traffic congestion on one of the busiest arterial streets in the City. The CIP also includes funding for utility relocations as part of the rail overpass project. The Pawnee/UP project will complement the planned Central Rail Corridor, which has been initiated and will soon be under construction. The \$98.9 million Central Rail Corridor will relieve traffic congestion throughout the center of Wichita by improving existing underpasses at Douglas, 1st and 2nd, and constructing new underpasses at Central, Murdock and 13th. The project is funded by a combination of State, Federal, railroad and local resources.

The Downtown Parking & Street Improvements project reserves funds for improvements in the greater downtown area, either to address existing parking problems or in conjunction with new development. Several showcase projects are underway in the downtown area. The \$28 million River Corridor Project will enhance and beautify the area along the Arkansas River, beginning at the confluence of the Arkansas and Little Arkansas rivers, then later south past Douglas and north to Seneca. The WaterWalk project is a \$130 million, mixed-use development that will feature Gander Mountain as a destination retailer, commercial, residential and conference space. The WaterWalk area will be aesthetically pleasing, with pedestrian bridges, fountains and a canal. The Arena will be located in the downtown area. Implementation of the Arena project will be led by Sedgwick County, and is financed by a one-cent, 30-month local sales tax. The Arena will continue the strong local investment in the downtown area that began with the Old Town redevelopment effort. WaterWalk, River Corridor and the Arena are projected to be constructed in the next two to three years.

The **Storm Water** category is primarily focused on remediating flooding in homes and businesses. Drainage improvements are included for sections of Gypsum Creek, beginning at Kellogg (Eastern) to west of Hillside. Each of these sections of the creek has significant residential and/or business development nearby. Likewise, Dry Creek improvements from 9th Street south to Lincoln will reduce flooding in residential areas. The 1st/2nd Street E. Drainage Outfall will install a storm sewer main to drain the Old Town area, protecting the current and new business investment in that area. The 9th Street W. Drainage Outfall project will construct a drainage main to

relieve areas of near west Wichita, north of the area served by the new 1st/2nd Street W. Drainage Outfall.

MAINTENANCE OF EXISTING INFRASTRUCTURE

Great attention is directed to maintenance of existing infrastructure in the adopted capital program. Virtually every project category includes major investments in replacing and upgrading infrastructure elements in older areas of Wichita.

The **Park** category includes 60 projects, most of which are to refresh or develop existing parks. The CIP includes money each year for parking lots and entry drives, playground rehabilitation, renovation of athletic courts (tennis and basketball), park lighting, irrigation system repairs and upgrades, sidewalks and walking paths, and renovation of existing swimming pools. Additionally, funds are proposed to renovate twenty-three existing Parks, including Schweiter, Grove, Watson, South Ark River, Planeview and Garvey.

The **Arterial and Bridge** sections of the Capital Improvement Program are aggressively programmed to construct and reconstruct existing infrastructure. Bridge projects were proposed only where bridges can qualify for Federal rehabilitation or reconstruction funds. A bi-annual study rates all bridges to set priorities for repairs.

The CIP invests significant funds in arterials in mature areas of Wichita. Specific corridors emphasized in the CIP include 13th Street from I-135 and Woodlawn, plus intersections at Broadway and Mosley; 17th between Hillside and Grove, in addition to the 17th Street work included in the 21st Street North Corridor Revitalization Plan; 37th Street from Hillside to Broadway; Amidon from 21st to 29th; Oliver from Harry to Central, including intersections at Central and Douglas; Meridian from McCormick to 47th; Seneca from 31st to I-235; Pawnee from Meridian to Hillside, including the Pawnee/Union Pacific Rail Crossing; and West from Maple to Central. The Seneca and Meridian projects include significant funding for improved drainage.

The Mains Replacement and Reconstruction of Old Sanitary Sewers projects are included to continue to receive large funding allocations in the **Water and Sewer** programs. Continuous repair and replacement of aging infrastructure help prevent water line breaks and sewer backups, and allow the utilities to continue to support new growth. The utility CIPs also fund projects in support of other City redevelopment efforts, including the 21st Corridor Revitalization Plan, WaterWalk and the Arena. Other recommendations include plant improvements at two of the existing sanitary sewer plants and reconstruction of a large sewer main. Water line replacements are proposed to improve service and water pressure in mature neighborhoods.

The CIP includes \$90.2 million to replace or rehabilitate existing water and sewer lines.



PUBLIC SAFETY

A number of CIP projects in the [Public Facilities](#) category address public safety concerns. The National Guard Center would provide a consolidated military and para-military facility, with offices for the Marine Corps and National Guard, and training facilities for those agencies plus local fire and police forces. Four new fire stations are included, both for relocation of existing stations and construction of new facilities. The stations are to be located based on the greatest benefit to the greatest number of citizens, optimizing the City's public safety investment. Likewise, funding is included for the four police substations. Two of the substations are included for renovation and expansion, and two are likely to be moved. The current substations were constructed before the Public Safety Initiative, which increased the number of police personnel and decentralized operations. The new substations would be located to reduce the drive times from the station and the emergency calls, effectively increasing the amount of time police officers were available to provide public safety services.

Replacing police and fire equipment is also emphasized in the Capital Improvement Program. The fire heavy apparatus fleet is comprised of 40 vehicles. Based on the average useful service life of the apparatus, a minimum of three units should be replaced each year. The CIP replaces 32 apparatus over the 10-year period, continuing the replacement program begun in 2003 to modernize the fire fleet. Police equipment is also included in the CIP. Funds are included to add shelving to the new property and evidence facility, replace radios and dispatch equipment, and relocate the bomb range. A new helicopter is also included late in the capital program.

Maintenance of public safety facilities is also a priority. Funds are included for the final phase of the City Hall security modifications project approved by the City Council in September 2004. Repairs to the concrete driving area and replacement of the training tower are proposed at the Fire Training Grounds. The tower can be moved to the new National Guard Center when that facility is ready for operations. The deteriorated condition of the concrete is due to the increased number of recruits being trained and the accelerated equipment replacement cycle. While the quicker replacement of retiring firefighters with recruits and the purchase of new equipment reduce costs and improve responsiveness, these efforts have accelerated the deterioration of current facilities.

A new Animal Shelter is included in the CIP, and is expected to begin construction in 2006. Along with the new physical structure, operational changes are planned to work with the Humane Society to blend their resources and capabilities with public resources and capabilities to form the most efficient and responsive animal shelter operation. The new facility is also expected to allow improved customer service and better care of the animals picked up in the course of daily operations.

SUPPORT OF NEW GROWTH & DEVELOPMENT

The City's continuing growth and development could not occur without the projects proposed in the Capital Improvement Program. Virtually every category of the CIP contains projects that will support the continued growth and prosperity of the region.

The new air terminal and associated parking structure included in the [Airport](#) category will showcase Mid-Continent Airport as the leading regional airport. With growth in enplanements continuing, the terminal will improve passenger safety and provide visitors an appropriate introduction to the City of Wichita. Other plans for Mid-Continent and Jbara airports include continued investment in tenant space and other construction to facilitate growth for local businesses seeking an airport location.

The [Water and Sewer](#) capital budgets also include investments to support growth. Two new sewage treatment plants and three new pump stations are proposed. Both categories include significant funding for mains for future development. Separate Water and Sewer Master Plans are updated every five years, to provide a plan for supporting new growth, as well as improvements to the existing system.

The Water Supply Plan may be the most critical single project in the CIP. Without an assured long term water supply there will be very little growth in Wichita or the metro area. The Plan is expensive to implement, but when implemented will assure water availability until at least 2050. Other Utility improvements to support growth include extending water lines and constructing booster stations. The booster stations will increase water pressure and service in some mature areas, and will provide adequate pressure to serve rapidly developing areas in and around Wichita.

Several [Park](#) projects contribute to increasing quality of life. In addition to the five bike path projects currently underway, the CIP includes two new bike paths and funding for enhancements on a current project. Local match funding of State grant funds for future bike path segments is also included in the CIP. Large investments are included for additional parklands and regional park development. A conceptual design effort scheduled for 2006 is expected to assist Council and staff in developing guidelines to be used in the siting, selection, and design of future regional parks. The conceptual design process will also permit better public input into future park development.

Funds are included in the CIP for beginning the updating and modernization of the City's performing arts and convention center. The Century II Renovation/Expansion project includes \$21 million to begin the construction process. The funding should not restrict any options the City wishes to pursue, but is proposed to recognize the future needs of the community. Another project contributing to an increased quality of life and



Wichita's status as a tourist destination is the Botanica Expansion project. The CIP includes public funds to match fund raising efforts by Botanica.

The **Freeways** component of the capital plan includes funding to complete current projects on Kellogg at Woodlawn and Rock, and design and right-of-way acquisition for future segments. Interchanges from Webb east to 143rd Street East are included, as are interchanges at 119th, 135th and 151st Streets West. The expanded freeway will likely increase future economic activity (including sales tax collections), as it becomes easier for citizens to travel through the City, and easier for non-residents to travel to Wichita.

MAINTENANCE AND CONSTRUCTION OF CITY FACILITIES

Investment in City facilities is also a primary goal of the 2005 – 2014 CIP. Nearly every project category proposes some funding for facilities maintenance and improvements, but the **Public Facilities** category includes several notable projects.

Since City Hall opened in the mid-1970's, many areas of the building have seen little or no updating, and significant amounts of furniture and fixtures are at least as old. The extensive use of technology has also changed the way office equipment and furnishings are used by employees. Public spaces in the building look dated and give the wrong impression that the City is out of step with modern practices. The City Facilities Space Utilization & Ergonomic Improvements project includes funding over the next several years to modernize, update and improve facilities and furniture, and to make more space available for training, meeting and workrooms. Other City facilities will also be updated as needed. Since many of the City facilities that serve the public are newer or have been remodeled, the majority of the funds are expected to be used for City Hall.

Several other projects are included for City Hall, including the additional funding approved by Council for landscape and security enhancements, and a remodel project for the 1st Floor to increase customer service capabilities and public meeting areas, and generally make better use the existing space.

Arts and cultural facilities included for repairs and improvements include the Mid-America All Indian Center, the Art Museum, the Ice Sports complex, Lawrence-Dumont Stadium and Century II. Although these investments do not represent large dollar amounts in the context of the entire CIP, the expenditures will protect the City's current investment in the facilities, and allow the unique programs to continue to serve the community and as tourist attractions.

Like City Hall, the Central Maintenance Facility (CMF) has received few upgrades or improvements since it was built. Even as the City and its' maintenance staff has grown over time, space available for operations at the CMF have not changed. Currently the facility is crowded to the point that it is

difficult to safely store and move maintenance equipment on site. Additionally, Park maintenance activities are coordinated from a facility that dates to the 1930's. The investment in the Central Maintenance Facility is included to move Park maintenance to the site, as well as address other space and space utilization needs. Funds for major periodic maintenance on City-owned parking facilities is also included. The CIP includes funds for parking garages at City Hall, the State Office Building and the Hotel at Old Town. Improved surface parking lots at the branch libraries are also proposed.

Finally, this CIP incorporates a "planned savings" assumption. Since all proposed resources will not be expended, the CIP recommends an additional \$750,000 per year for the first three years of the program for capital maintenance for City facilities. The capital maintenance program would emphasize projects like roof repairs, mechanical system replacements, and improvements to electrical and plumbing systems.

CIP DEVELOPMENT & CAPACITY FORECASTING

The City has financed capital projects in a variety of ways: general obligation bonds/notes, revenue bonds, grants and cash. The most significant of these are General Obligation (GO) bonds based on the full faith and credit of the City. General Obligation bonds provide debt financing not only for property tax-funded projects but also for capital improvement projects where debt service payments are paid by City enterprises (such as Airport, Golf and Storm Water), and special assessments. Based on Generally Accepted Accounting Principles (GAAP), the debt service payments for General Obligation debt are spread to either the Debt Service Fund or the various enterprise and internal service funds, as appropriate.

Specific steps included in forecasting financial capacity for capital projects over the next ten years include:

- Confirmation of existing debt obligations and funding sources for existing costs.
- Verification of all open/outstanding capital projects requiring future debt financing.
- Projection of expenditures and revenues on a multi-year basis, to meet existing debt obligations and to project debt-financing capacity for new capital project costs.

The Debt Service Fund pays expenditures related to most of the City's General Obligation debt. The first obligation of the Debt Service Fund is to make all debt service payments on existing City bonded indebtedness. Based on revenue estimates and assuming a constant property tax levy of 10 mills, the remaining resources of the fund are used to assume debt obligations for future capital projects. Funds not required for long-term debt repayment are used to pay for capital project expenses in the form of temporary notes that are retired in the same year (known as "pay-as-you-go" financing).



Since 1985, the City also has set aside one-half of all local sales tax proceeds, estimated at \$22.9 million for 2005, to support the transportation capital program, with a principal emphasis on freeways. Major LST-funded projects currently underway include freeway segments on Kellogg/US-54 at Woodlawn and Rock Road; the Central Rail Corridor; and \$6 million annually in arterial street improvements through 2010.

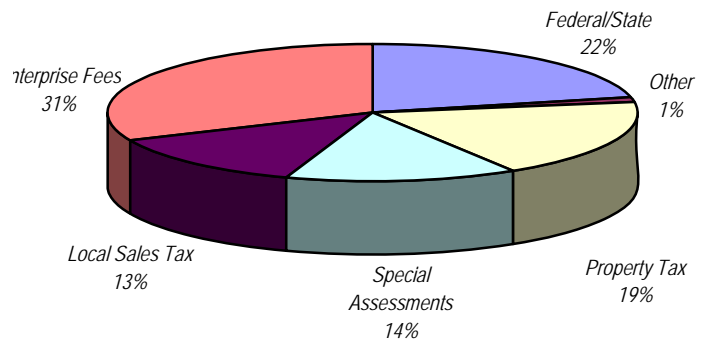
The Debt Service Fund is positioned to support both existing debt and finance future capital projects. Cash reserves of the fund are anticipated to be reduced from \$20.7 million or 26.4 percent of annual expenditures at the end of 2004 to \$5.3 million or 5 percent by 2006 year-end. While this reduction is substantial, the target level of reserve for this fund is 5 to 10 percent of annual expenditures. The fund is stable as to revenues and most expenditures are incurred late in the fiscal year.

The City maintains a high-grade (AA) bond rating. Further, the City demonstrates prudent debt practices under State law with City debt well below the legal debt margin at only 30.6 percent of the actual legal margin.

The Financial Summaries section of the CIP includes:

- A listing of all capital projects containing a General Obligation funding component currently initiated and underway, totaling 116 projects and over \$166 million in previous funding authorizations.
- Detailed information on the current and projected status of the Debt Service Fund.
- Current and anticipated GO bond issuance amounts and repayment schedules.
- Proformas detailing the financial status and condition of proprietary funds.
- Summaries of CIP expenditures by category and funding source.

2005 -2014 Capital Improvement Program Total Revenues \$1,824,421,000



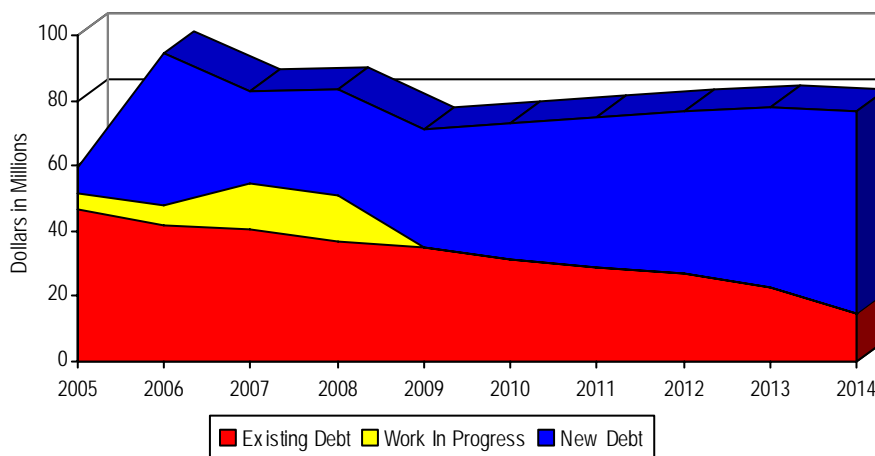
PROSPECTIVE CAPITAL IMPROVEMENT PROJECTS FINANCIAL AND CATEGORY SUMMARIES

The 498 prospective capital projects in the 2005 - 2014 Adopted CIP total over \$1.8 billion over a ten-year period. The CIP projection is diverse in meeting capital needs for new and reconstructed roadways, bridges, freeways, parks, public facilities, infrastructure for new development, public transit and City enterprises (Water, Sewer, Storm Water, Airport and Golf). Outside resources are a major component of funding the CIP, comprising over \$411 million, about 22.5 percent of the projected program.

The property tax provides 19 percent of CIP financial resources, and is partially used to leverage State and Federal grants, which are 21.5 percent of CIP resources. New residential development costs are paid from special assessments (14 percent of CIP). City enterprise activities such as Water, Sewer, Storm Water and Airport fund capital projects through fees for services, and constitute 32 percent of the program. One-half of the local sales tax is directed to the CIP and accounts for 13 percent of total CIP funding. All other revenue sources comprise 1 percent of the program. Revenues to finance the CIP are shown in the chart below.

The project types that rely primarily upon property taxes for G.O. bond repayment are arterial streets, bridges, parks, core area, public facilities and storm water. Storm water projects were included in the CIP with G.O. funding for the first time in 2000, and G.O. funding is now slated to be phased-out and the utility becoming financially self-supporting with regards to capital

Calculation of G.O. Debt Capacity





needs. The chart below reflects how the General Obligation resources might be allocated among the projected capital projects. Although G.O. capital projects are divided into various categories, the City Council always has the discretion to determine capital project priorities within and between project categories.

Arterial, Freeway and Bridge projects account for 36 percent of all property tax supported CIP expenditures; the three categories include 124 projects. Local G.O. resources of \$123,495,000 leverage an additional \$169,559,000 in Federal and State grants. In the case of Federal grant funds administered through the Kansas Department of Transportation (KDOT), projects are typically scheduled for construction two or three years after design, to allow required time for application and additional administrative and engineering work associated with the grant funding. Lead-time required for building grant-funded projects makes it critical that funds be available as scheduled. The alternative to the more lengthy and complex process is not to use grant funding. Bridge work is not included in the CIP unless the bridge sufficiency rating allows the City to obtain Federal funding to offset part of the project cost.

Economic & Redevelopment includes 62 projects and \$127,533,000, over 60 percent (\$77,355,000) of which is G.O. funded. Implementation of all elements of the 21st Street North Revitalization Plan is proposed in the CIP. A G.O. investment of over \$36 million is proposed. For the first time, funding to implement Neighborhood Plans is included in the CIP. Neighborhood Plans proposed for implementation include Center City, Delano, Historic Midtown and McAdams. Funds are also proposed to create Neighborhood Plans for Hilltop and Downtown.

Park projects total \$84,735,000, of which 81 percent (\$68,860,000) is General Obligation funding. The category includes 60 projects to update existing parks and build new cultural and recreation venues for Wichitans. Highlights of the Park capital program include new recreation amenities such as the Northeast Baseball Complex, renovation of four tennis courts annually, new bike paths in central, northeast, and southeast Wichita and an expanded Botanica. The CIP includes money each year for parking lots and entry drives, playground rehabilitation and renovation of existing swimming pools. The later years of the CIP include funding for new regional parks although the specific sites and types of parks are not yet identified.

The **Public Facilities** category includes 27 projects and \$66,307,000 in anticipated expenditures, including \$60,747,000 in G.O. resources. The Fire Station Construction/ Relocation Program continues with four more stations to be constructed, including two all-new stations and two stations strategically relocated to improve emergency response time to Wichita's citizens. The Program also proposes renovated and possibly relocated Police substations. Continuation of

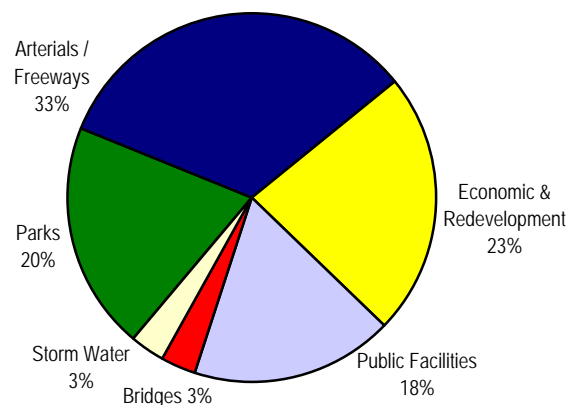
the comprehensive Fire Apparatus Replacement Program is also included, with three to four pieces of heavy apparatus replaced and upgraded each year. Funds are also included for Americans with Disabilities Act (ADA) related improvements to all City facilities, to ensure that all citizens have access to City services and amenities.

Forecasted **Storm Water** projects total over \$64 million, with \$10,500,000 funded from general property taxes. Additionally, several drainage projects are included in the Arterials section of the CIP as companion projects to street improvements. Other Storm Water projects include several projects along the Dry and Gypsum Creeks, based on previous engineering studies. The most recent comprehensive drainage study for an area focused on the area north of Kellogg, east of I-235 and west of the Arkansas River. Although the largest single project recommended in the study, the 1st and 2nd Street West Drainage Outfall, is currently under construction, more work remains.

Although General Obligation, property-tax backed expenditures are critical factors in programming future capital improvements, there are several project categories that use little or no GO financing. Financing for these improvements is primarily provided by enterprise operating revenues, local sales tax or State and Federal grant dollars. Total CIP expenditures by project categories are:

- Airport: \$238,635,000;
- Arterials: \$278,814,000;
- Bridges: \$41,500,000;
- Economic & Redevelopment: \$127,533,000;
- Freeways: \$222,400,000
- New Development Infrastructure: \$254,120,000;
- Parks: \$84,735,000;
- Public Facilities: \$66,307,000;
- Storm Water: \$64,875,000;
- Sewer: \$126,185,000;
- Transit: \$17,964,000;
- Water: \$301,353,000.

G.O. FUNDED CAPITAL PROJECTS





The **Airport** CIP includes 37 projects totaling over \$238 million, funded by Airport revenues, Federal grants and passenger facility charges (PFCs). Projects are identified for both Mid-Continent and Jabara airports. Major projects include the construction of a new parking facility and passenger terminal building.

Freeways consist of over \$222 million in projects, 86 percent of which are funded by half of the proceeds from a one percent local sales tax. The freeway program emphasizes the construction of interchanges along the Kellogg (U.S. 54) corridor.

Transit CIP projects total almost \$18 million and are funded entirely by Federal and State grants. Planned improvements include scheduled replacement of para-transit vans and buses, plus greater use of technology to track bus locations and conditions.

The **Water and Sewer Utilities** have projects programmed for extension of services to the rapidly developing areas in and around Wichita, plus continuing upgrades in service and treatment capacities. The Water capital plan totals over \$301 million and encompasses 144 projects. Specific CIP elements include: implementation of the long-term Water Supply Plan; main replacements and relocations; new mains; construction of booster stations to raise pressures in mature neighborhoods and better serve fringe areas; a new elevated water storage facility and water treatment plant; security enhancements; and funding to update the Water Master Plan every five years.

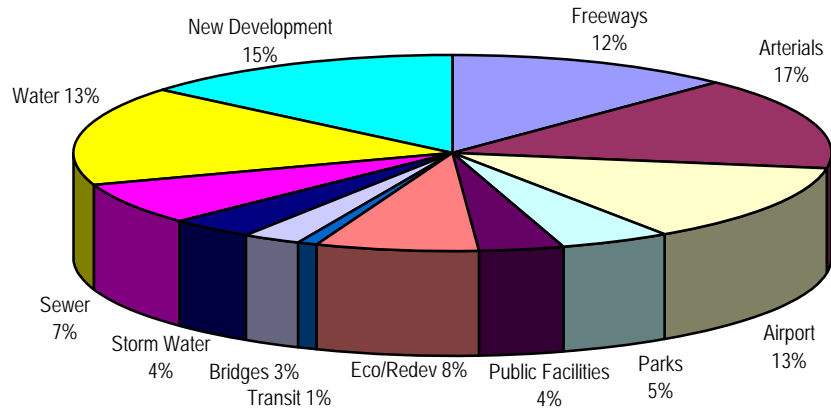
Planned Sewer capital improvements total over \$126 million spread over 21 projects. Highlights of the Sewer CIP include: new Mid-Continent and North Area treatment plants; new Mid-Continent, War Industries and Walnut pump stations; extensive renovations and improvements at the existing Four Mile Creek and Plant 2 treatment facilities; and significant annual funding for mains to support new development and reconstruction of an aging sewer infrastructure. The Sewer Master Plan is updated every five years. Both the Sewer and Water Master Plans are critical to long-range planning efforts.

POLICY ISSUES

The ten-year projection of capital projects contained in the Adopted CIP is a diligent effort by staff to reflect the desires of the City Council and the citizens of Wichita. Despite resources totaling over \$1.8 billion, not all capital projects can be funded, and certainly not all projects are scheduled when desired.

The adopted ERU increase from \$1.50 to \$2.00 over two years allows almost \$22 million in previously unfunded projects to be included in the CIP. Those previously unfunded projects are:

2005 - 2014 Capital Improvement Program Total Expenditures \$1,824,421,000



1st/2nd Street West Outfall Extension; 9th Street West Outfall Extension; 37th & Woodrow Pump Station; Hoover, Douglas to 13th Street North; and Pump Station #1 Collection System. However, over \$22 million in drainage projects are still G.O. funded, reducing G.O. capacity to be used for other projects. Using ERU revenues to pay for those 13 drainage projects would allow significant resources to be directed to other critical needs. The projects proposed in the CIP and the amount of G.O. funding for drainage for each is listed in the table below. An estimated additional ERU increase of 50 cents would fund these projects.

The Water and Sewer capital plans are built around four priorities: regulatory compliance; adequate water supply and sewage treatment capacity; reliability and security; and infrastructure to support growth and development. Implementation of the Water and Sewer capital plans will require utility rate increases. The capital plan has been structured to support continuing growth and development in Wichita and the surrounding area. Without adequate financial resources, supporting the continuing robust growth in construction and development will not be possible.

CIP Project	G.O. Funding
17th, Broadway to I-135	\$2,700,000
Meridian, 47th to I-235	2,700,000
Meridian, Pawnee to Orient	3,000,000
Mt. Vernon, Broadway to Ark River	220,000
Pawnee, 119th to Maize	1,600,000
Seneca, I-235 to 31st	1,600,000
Cowskin Drainage	1,400,000
Dry Creek (three projects)	6,670,000
Gypsum Creek (one project)	1,100,000
Kellogg, Mt. Carmel to Knight	560,000
Seneca at 2nd & 3rd N.	770,000
TOTAL	\$22,320,000



In the Water and Sewer Utilities, rate increases are probably the best option. In the Water Utility, debt service payments and personnel costs account for 54 percent of the total budget. The Sewer Utility cost for the same items is 64 percent of the total budget. It would require cutting 5 to 7 employees to achieve the equivalent of a 1 percent utility rate increase, and those employee cuts would reduce customer service by reducing main repairs and increasing the number of sewer line back ups. If rate changes are not approved, the construction and development industry, which has been Wichita's economic engine over the past several years, will be severely hampered. Not building utility improvements to City of Wichita standards could also increase the number of substandard improvements that would have to be corrected following annexation. A gradual increase in rates will avoid the "rate shock" that could occur if a measured course is not taken.

Maintenance needs relating to new capital projects will continue to create pressure on departmental operating budgets. Projects such as WaterWalk, streetscapes, rail corridors and Century II create additional maintenance needs. These maintenance requirements are closely scrutinized and projects are designed to control maintenance costs, but any new project will require ongoing support.

Some capital needs that were not fully met but could be reprogrammed based on Council priorities include:

- Adequate funding is not available to construct all elements of the community's planned freeway system within the CIP period. Additional resources will be required in the future, although some of those resources may be available in the future State Highway Plan.
- Funding for a bridge over the floodway in west Wichita is not programmed early in the capital program, and will require Council to adjust priorities to accommodate an early construction. Constructing two bridges would require even more funds be identified.
- Several CIP projects rely in part on grant funding for implementation. Specifically, the road and bridge programs assume that current Federal programs will continue to be funded at current levels. Likewise, construction of the rail overpasses on Pawnee and 21st Street will require grant funding assistance or will require that funding be reprogrammed to meet these needs. Staff is currently pursuing funding, but whether and how much Wichita will receive is not known at this time.
- Funding for industrial park development is not identified.

CIP MAPS

The ten-year projection of capital projects encompasses the entire City. A graphic depiction of most of the projected capital projects is shown on maps included within each section of the CIP.

SUMMARY

The Adopted CIP reflects a schedule of projects that addresses critical needs in the community:

- Implementation of the 21st Street North Revitalization Plan.
- Construction of a new Airport Terminal and parking facility.
- Completion of freeway interchanges on Kellogg at Woodlawn and Rock, design and right-of-way purchases at Webb, Greenwich, 143rd East, 119th West, 135th West and 151st West interchanges.
- Protection of public safety through the construction of new Fire Stations, relocated and remodeled Police Substations, replacement of Fire heavy apparatus, and replacement Police equipment including radios, dispatch equipment and the Police helicopter.
- Development of a future water supply.
- Construction of new infrastructure to address rapid growth on the fringes of the City and repairing of infrastructure in older areas.
- Investment in convention and performing arts facilities.
- Drainage improvements to eliminate flooding in many areas of the City.
- ADA improvements at City facilities.
- Construction of a new bridge over the Big Ditch.
- Increased sewage treatment and water production capabilities.

As elected representatives of the citizens of Wichita, the Mayor and City Council establish the policy framework for development of the capital budget. The governing body has consistently coalesced around several focal points that reflect what has made Wichita a quality City and will position Wichita to continue to prosper.

These discussions with the Mayor and Council Members, individually and in workshops, as well as dialogue with other community leaders, citizen groups, and individual citizens provide the key factors for staff consideration in the formulation of the City's operating and capital budgets as Wichita moves forward to:

- Address major needs such as preserving public safety, making critical capital investments and targeting maintenance and repair dollars effectively.
- Sustain continued economic development for continued prosperity in the City.
- Serve priorities and needs identified by the community so improvements are responsive to the needs of the public.
- Target resources in ways that are demonstrably beneficial for the entire community.
- Maintain a balanced budget and stable tax levy.



The **2005-2014 Adopted Capital Improvement Program** addresses critical capital needs, enabling the City to make capital investments to ensure Wichita continues to be a safe and clean city, while providing an essential investment in the promotion of future economic prosperity. Wichita has a sound transportation network and a quality water supply. The projection of capital projects includes sustaining existing capital assets while supporting amenities and a high quality of life in Wichita.

MORE INFORMATION

Additional financial information, including the direct impact on operating budgets, is contained in the 2006-2007 Adopted Detail Budget Book (Volume II).

For more comprehensive and detailed information, including a breakdown of each category and project, please refer to the **2005-2014 Adopted CIP** available online at www.wichita.gov, or contact the Finance Department of the City of Wichita for a hard copy.

FINANCIALS

The following pages contain Financial summaries and additional information pertaining to the **2005-2014 Adopted CIP**. Information included in the following tables are: Total Projected Expenditures for CIP by Category; Total Projected Expenditures for CIP by Year; Expenditures by Project Category by Revenue Source; Expenditures by Project Category by Construction Year and Total Project Cost.



CITY OF WICHITA
SUMMARY OF 2005-2014 CIP EXPENDITURES BY PROJECT CATEGORY
(DOLLARS IN THOUSANDS)

TOTAL PROJECTED EXPENDITURES FOR CIP BY CATEGORY

	GO	SA	LST	REV	STATE	FEDERAL	OPERATING REVENUE	OTHER	TOTAL
ECONOMIC & REDEVLMT	77,355					49,203		975	127,533
FREEWAYS	1,500		190,600		28,800			1,500	222,400
ARTERIALS	112,305	254,120	36,000		7,260	116,749		6,500	532,934
BRIDGES	9,690		14,000		800	15,950		1,060	41,500
PUBLIC FACILITIES	60,747				200			5,360	66,307
TRANSIT						16,497	1,467		17,964
PARKS & RECREATION	68,860					8,760	3,615	3,500	84,735
AIRPORT				106,458		132,177			238,635
STORM WATER	10,500			37,425		16,100	850		64,875
SEWER				126,185					126,185
WATER				301,353					301,353
	340,957	254,120	240,600	571,421	37,060	355,436	5,932	18,895	1,824,421

TOTAL PROJECTED EXPENDITURES FOR CIP BY YEAR

	GO	SA	LST	REV	STATE	FEDERAL	OPERATING REVENUE	OTHER	TOTAL
2005	23,878	38,120	34,550	46,155	9,150	29,824	275	660	182,612
2006	40,043	24,000	33,650	67,565	20,010	35,836	922	6,550	228,576
2007	32,808	24,000	18,500	80,779	4,700	31,763	240	1,650	194,440
2008	31,256	24,000	26,000	70,879	400	69,832	270	275	222,912
2009	34,391	24,000	39,500	85,660	400	61,373	1,700	7,510	254,534
2010	34,881	24,000	35,000	63,013	400	25,732	190	1,650	184,866
2011	35,446	24,000	26,000	45,187	500	25,165	85	150	156,533
2012	34,588	24,000	12,400	48,228	500	31,332	0	150	151,198
2013	35,730	24,000	15,000	33,295	500	30,079	750	150	139,504
2014	37,936	24,000	0	30,660	500	14,500	1,500	150	109,246
	340,957	254,120	240,600	571,421	37,060	355,436	5,932	18,895	1,824,421



CITY OF WICHITA
2005-2014 CIP EXPENDITURES BY PROJECT CATEGORY
(DOLLARS IN THOUSANDS)

	YEAR	GO	SA	LST	REV	STATE	FEDERAL	OPERATING REVENUE	OTHER	TOTAL
ECONOMIC/REDEVELOPMENT										
	2005	2,955								2,955
	2006	6,511					1,228		350	8,089
	2007	9,355							500	9,855
	2008	10,705					5,875		125	16,705
	2009	6,810					6,100			12,910
	2010	10,467								10,467
	2011	5,103					12,000			17,103
	2012	5,296					12,000			17,296
	2013	8,529					12,000			20,529
	2014	11,624								11,624
		77,355					49,203		975	127,533
FREEWAYS										
	2005	250		28,550		6,950			250	36,000
	2006	250		27,650		17,550			250	45,700
	2007	1,000		12,500		4,300			1,000	18,800
	2008			20,000						20,000
	2009			33,500						33,500
	2010			22,000						22,000
	2011			19,000						19,000
	2012			12,400						12,400
	2013			15,000						15,000
	2014									
		1,500		190,600		28,800			1,500	222,400
ARTERIALS										
	2005	6,885	38,120	6,000		2,200	9,364		150	62,719
	2006	10,915	24,000	6,000		1,460	7,960		650	50,985
	2007	5,505	24,000	6,000		400	10,300		150	46,355
	2008	13,900	24,000	6,000		400	18,000		150	62,450
	2009	13,800	24,000	6,000		400	12,200		4,650	61,050
	2010	7,060	24,000	6,000		400	12,500		150	50,110
	2011	10,375	24,000			500	9,100		150	44,125
	2012	15,075	24,000			500	13,125		150	52,850
	2013	12,850	24,000			500	12,300		150	49,800
	2014	15,940	24,000			500	11,900		150	52,490
		112,305	254,120	36,000		7,260	116,749		6,500	532,934

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	YEAR	GO	SA	LST	REV	STATE	FEDERAL	OPERATING REVENUE	OTHER	TOTAL
BRIDGES										
	2005	650					540		260	1,450
	2006	2,320				800	3,875		800	7,795
	2007	1,220					1,915			3,135
	2008	620					1,000			1,620
	2009	10					40			50
	2010	1,600		7,000			1,700			10,300
	2011	860		7,000			1,740			9,600
	2012	800					1,700			2,500
	2013	810					1,740			2,550
	2014	800					1,700			2,500
		9,690		14,000		800	15,950		1,060	41,500
PUBLIC FACILITIES										
	2005	7,348								7,348
	2006	15,302				200			4,000	19,502
	2007	9,638								9,638
	2008	2,381								2,381
	2009	7,806							1,360	9,166
	2010	5,354								5,354
	2011	3,738								3,738
	2012	2,457								2,457
	2013	2,601								2,601
	2014	4,122								4,122
		60,747				200			5,360	66,307
TRANSIT										
	2005						4,270			4,270
	2006						5,200	567		5,767
	2007						1,659			1,659
	2008						1,275			1,275
	2009						670	900		1,570
	2010									0
	2011						1,005			1,005
	2012						504			504
	2013						1,914			1,914
	2014									
							16,497	1,467		17,964
PARKS & RECREATION										
	2005	4,390					660	125		5,175
	2006	4,745					900	205	500	6,350
	2007	6,090					900	90		7,080
	2008	3,520					900	120		4,540
	2009	4,285					900	650	1,500	7,335
	2010	7,460					900	90	1,500	9,950
	2011	11,020					900	85		12,005
	2012	10,960					900			11,860
	2013	10,940					900	750		12,590
	2014	5,450					900	1,500		7,850
		68,860					8,760	3,615	3,500	84,735



	YEAR	GO	SA	LST	REV	STATE	FEDERAL	OPERATING REVENUE	OTHER	TOTAL
AIRPORT										
	2005				13,270		11,890			25,160
	2006				9,139		11,228			20,367
	2007				10,379		9,434			19,813
	2008				18,919		42,782			61,701
	2009				26,070		41,463			67,533
	2010				21,063		10,632			31,695
	2011				2,135		420			2,555
	2012				1,838		3,103			4,941
	2013				1,835		1,225			3,060
	2014				1,810					1,810
					106,458		132,177			238,635
STORM WATER										
	2005	1,400			100		3,100	150		4,750
	2006				4,055		5,445	150		9,650
	2007				7,650		7,555	150		15,355
	2008	130			2,500			150		2,780
	2009	1,680			5,620			150		7,450
	2010	2,940			8,900			100		11,940
	2011	4,350			2,700					7,050
	2012				5,900					5,900
	2013									
	2014									
		10,500			37,425		16,100	850		64,875
SEWER										
	2005				8,740					8,740
	2006				16,740					16,740
	2007				22,650					22,650
	2008				9,935					9,935
	2009				13,060					13,060
	2010				10,430					10,430
	2011				10,740					10,740
	2012				12,570					12,570
	2013				12,570					12,570
	2014				8,750					8,750
					126,185					126,185
WATER										
	2005				24,045					24,045
	2006				37,631					37,631
	2007				40,100					40,100
	2008				39,525					39,525
	2009				40,910					40,910
	2010				22,620					22,620
	2011				29,612					29,612
	2012				27,920					27,920
	2013				18,890					18,890
	2014				20,100					20,100
					301,353					301,353
TOTAL										<u>1,824,421</u>



CITY OF WICHITA
2005-2014 CIP EXPENDITURES BY PROJECT CATEGORY

	2005-2014 CAPITAL IMPROVEMENT PROGRAM	
PROJECT CATEGORY	CONSTRUCTION YEAR	TOTAL PROJECT COST
<u>AIRPORT: Mid-Continent</u>		
1 Airfield Equipment	2006 - 2013	4,045,000
2 Airfield Pavement	2005 - 2013	17,260,000
3 Airport Development	2005 - 2014	6,500,000
4 Environmental Compliance	2005 - 2014	430,000
5 FAA AFSS Improvements	2005 - 2007	633,000
6 FAA Office Building Improvements	2005 - 2010	2,861,000
7 Fire Training Pit Reconstruction	2007	450,000
8 Gate B Security Improvements	2006	88,000
9 HVAC Improvements	2008	100,000
10 Land Acquisition	2005 - 2014	3,575,000
11 Master Plan Update	2010	400,000
12 North Cargo Building Construction	2007	5,520,000
13 Parking Garage	2008 - 2010	17,300,000
14 Passenger Boarding Bridges	2005	3,900,000
15 Pavement Condition Inventory	2006 - 2012	240,000
16 Roof Replacements	2006 - 2014	800,000
17 Street Side Pavement	2005 - 2014	4,895,000
18 Tenant Facility Improvements	2005 - 2014	3,000,000
19 Terminal	2005 - 2010	152,019,000
20 Terminal/Concourse Improvements	2005 - 2014	700,000
21 Utility Improvements	2005 - 2014	3,196,000
<u>AIRPORT: Jabara</u>		
22 Administration Building Remodel	2008	150,000
23 Airfield Cable & Generator Replacement	2007	60,000
24 Airfield Pavement	2005 - 2006	210,000
25 Airport Development	2005 - 2014	1,500,000
26 Environmental Compliance	2005 - 2014	150,000
27 Fuel Farm Upgrade	2006	200,000
28 Land Acquisition	2005 - 2006	4,025,000
29 Master Plan Update	2010	100,000
30 Pavement Condition Inventory	2006 - 2012	78,000
31 Perimeter Fence Construction	2008	300,000
32 Roof Replacement	2008	30,000
33 Street Side Pavement	2006	1,400,000
34 T-Hangar Construction	2005	1,120,000
35 Taxiway "L" Site Development	2005	300,000
36 Tenant Facility Improvements	2005 - 2014	500,000
37 Utility Improvements	2005 - 2014	600,000

(Continued on next page)



	PROJECT CATEGORY	CONSTRUCTION YEAR	TOTAL PROJECT COST
	ARTERIALS		
1	9th, I-135 to Hillside	2009 - 2012	4,000,000
2	13th & Broadway (intersection)	2005 - 2006	2,435,000
3	13th & Mosley (intersection)	2005 - 2006	1,700,000
4	13th, 119th to 135th	2007	2,450,000
5	13th, Hillside to Oliver	2006 - 2009	3,650,000
6	13th, I-135 to Hillside	2005 - 2008	3,650,000
7	13th, Oliver to Woodlawn	2005 - 2009	4,665,000
8	17th, Hillside to Grove	2006 - 2007	2,300,000
9	21st, K-96 to 143rd	2009	5,000,000
10	21st, Oliver to Woodlawn	2005	1,350,000
11	29th & Arkansas (intersection)	2010 - 2013	1,060,000
12	29th, 119th to Maize	2005 - 2016	3,600,000
13	29th, Hoover to West	2006 - 2013	4,650,000
14	29th, Ridge to Hoover	2005	450,000
15	37th, Arkansas to Broadway	2012 - 2014	1,875,000
16	37th, Broadway to Hydraulic	2010 - 2014	3,550,000
17	37th, Hydraulic to Hillside	2011 - 2014	4,200,000
18	37th, Tyler to Ridge	2007	3,700,000
19	47th, Meridian to Seneca	2005 - 2008	3,300,000
20	55th & Broadway (intersection)	2005 - 2006	1,175,000
21	119th, 21st to 29th	2009 - 2012	3,500,000
22	119th, 29th to 37th	2009 - 2013	3,500,000
23	119th, Kellogg to Maple	2006 - 2009	2,500,000
24	119th, Pawnee to Kellogg	2008 - 2013	2,850,000
25	127th, 13th to 21st	2009 - 2012	3,500,000
26	127th, 21st to 29th	2010 - 2013	3,500,000
27	135th, 13th to 21st	2009 - 2012	3,675,000
28	135th, Central to 13th	2008 - 2010	1,875,000
29	135th, Kellogg to Auburn Hills	2007 - 2010	1,700,000
30	135th, Maple to Central	2006 - 2009	2,710,000
31	143rd, Kellogg to Central	2011 - 2014	3,600,000
32	151st, Kellogg to Maple	2006 - 2012	3,350,000
33	167th, Kellogg to Maple	2010 - 2013	1,900,000
34	Amidon, 21st to 29th	2008 - 2011	2,650,000
35	Arterial S/W & W/C Ramps	2005 - 2014	4,550,000
36	Central & Oliver (intersection)	2007 - 2008	1,250,000
37	Central & Tyler (intersection)	2006	1,070,000
38	Central, 119th to 135th	2005 - 2007	3,800,000
39	Central, Rock to Webb	2012	600,000
40	Douglas & Oliver (intersection)	2005 - 2006	1,100,000
41	Emporia, Kellogg to Lewis	2009	600,000
42	Greenwich, Central to 13th	2006 - 2009	3,375,000
43	Greenwich, 13th to 27th	2005	6,000,000
44	Greenwich, Harry to Kellogg	2005 - 2008	4,600,000
45	Greenwich, K-96 to 29th	2007 - 2010	6,350,000

(Continued on next page)



	PROJECT CATEGORY	CONSTRUCTION YEAR	TOTAL PROJECT COST
46	Greenwich, Pawnee to Harry	2009 – 2013	4,200,000
47	Harry, Greenwich to 143 rd	2007 – 2010	3,650,000
48	Harry, K-42 to Meridian	2006	950,000
49	Harry, Turnpike to E. of Rock	2005 – 2008	2,900,000
50	Hillside, Kellogg to Central	2005	250,000
51	Hydraulic, 57 th to 63 rd	2006	2,250,000
52	ITS Traffic Improvements	2005 – 2006	3,980,000
53	Lincoln, Hillside to Oliver	2008 – 2009	1,050,000
54	MacArthur, Meridian to Seneca	2005 – 2008	3,800,000
55	Main, Douglas to Murdock	2012	1,100,000
56	Maize & Westport (intersection)	2005	310,000
57	Maize, 31 st to Pawnee	2009 – 2012	3,500,000
58	Maize, MacArthur to 31 st	2010 – 2013	3,800,000
59	Maize, Pawnee to Kellogg	2008 – 2011	3,250,000
60	Maple & Ridge (intersection)	2005	1,700,000
61	Maple, 135 th to 151 st	2009 – 2012	3,500,000
62	Maple, 151 st to 167 th	2011 – 2014	3,400,000
63	Maple, Ridge to Julia	2008 – 2011	1,575,000
64	Maple, Sheridan to Sycamore	2008 – 2011	4,450,000
65	McCormick, K-42 to Sheridan	2006	1,200,000
66	Meridian & MacArthur (intersection)	2005	400,000
67	Meridian, 31 st to Pawnee	2005	3,509,000
68	Meridian, 47 th to I-235	2005 – 2009	7,500,000
69	Meridian, Orient to McCormick	2007 – 2010	4,950,000
70	Meridian, Pawnee to Orient	2006 – 2010	6,800,000
71	Mt. Vernon, Broadway to Ark River	2006 – 2009	1,170,000
72	Mt. Vernon, Broadway to S.E. Blvd.	2009 – 2012	3,200,000
73	Oliver, Harry to Kellogg	2005 – 2007	3,305,000
74	Oliver, Kellogg to Central	2011 – 2014	4,200,000
75	Pawnee & McLean (intersection)	2006	810,000
76	Pawnee, 119 th to Maize	2005 – 2008	5,000,000
77	Pawnee, I-135 to Hillside	2005 – 2008	1,975,000
78	Pawnee, Palisade to Water	2006	1,700,000
79	Pawnee, Seneca to Meridian	2006 – 2008	3,900,000
80	Pawnee, Washington to Hydraulic	2005	1,400,000
81	Pawnee, Webb to Greenwich	2007 – 2010	3,600,000
82	Rail Crossing Improvements	2005 – 2014	3,000,000
83	Seneca, I-235 to 31 st S.	2006 – 2008	5,200,000
84	Street Rehabilitation	2005 – 2014	8,800,000
85	Traffic Signalization	2005 – 2014	3,600,000
86	Tyler & Yosemite (intersection)	2005	530,000
87	Tyler, 29 th to 37 th	2011 – 2014	3,675,000
88	Tyler, Maple to Central	2012 – 2014	3,340,000
89	Tyler, Harry to K-42	2006	700,000
90	West, Maple to Central	2006 – 2009	5,000,000
91	Woodlawn, 13 th to 21 st	2007 – 2011	4,025,000

(Continued on next page)



	PROJECT CATEGORY	CONSTRUCTION YEAR	TOTAL PROJECT COST
92	Woodlawn, Lincoln to Kellogg	2005 - 2009	1,690,000
93	Zoo/Westdale/I-235 Improvements	2005 - 2008	655,000
94	Neighborhood Improvements	2005 - 2014	255,620,000
BRIDGES			
1	11th @ Drainage Canal	2005	750,000
2	13th @ Little Arkansas River	2005 - 2006	1,325,000
3	15th @ Drainage Canal	2006	1,145,000
4	21st @ Arkansas River	2007	800,000
5	25th @ Little Arkansas River	2007	600,000
6	37th - W. of Ridge	2005 - 2006	760,000
7	47th @ Santa Fe	2006 - 2008	715,000
8	143rd @ KTA	2005 - 2006	2,600,000
9	Bridge Inspections	2005 - 2013	250,000
10	Bridge Rehabilitation/Repair	2012 - 2014	7,500,000
11	Broadway @ Big Slough	2008 - 2011	940,000
12	Broadway @ E. Fork Chisholm	2008 - 2011	1,165,000
13	Central between 119th and 135th	2005 - 2007	975,000
14	Central @ Big Slough/Big Ditch	2007 - 2010	3,450,000
15	Central @ Brookside	2006	525,000
16	Douglas @ Brookside	2008 - 2011	560,000
17	Floodway Bridge	2010 - 2011	14,000,000
18	Grove @ Frisco Ditch	2005 - 2008	870,000
19	Hillside @ Range Rd	2007	885,000
20	Lincoln @ Arkansas River	2005 - 2007	500,000
21	Oliver @ Gypsum Creek	2006	1,185,000
ECONOMIC & REDEVELOPMENT			
1	Boys & Girls Club	2006	1,450,000
2	Downtown Parking/Street Improvements	2006 - 2008	4,500,000
3	Land Acquisition	2005 - 2007	3,500,000
4	Pawnee/UP Rail Crossing	2005 - 2010	25,600,000
5	Redevelopment Authority	2006 - 2007	1,000,000
21st St. N. Corridor Revitalization			
Phase I			
6	21st Bridge @ Chisholm Creek	2005	781,000
7	21st Overpass Concept	2005	300,000
8	21st, Broadway to I-135 (incl. RR crossings)	2006 - 2009	2,895,000
9	21st/Broadway (intersection)	2005 - 2007	2,575,000
10	Bus Stop Improvements	2006	100,000
11	International Marketplace	2005 - 2007	1,300,000
12	Mercado	2005 - 2007	1,530,000
13	Wayfinding Signage	2007 - 2008	50,000
Phase II			
14	17th, Broadway to I-135	2007 - 2008	5,250,000
15	21st @ Little Arkansas River	2005 - 2008	640,000

(Continued on next page)



	PROJECT CATEGORY	CONSTRUCTION YEAR	TOTAL PROJECT COST
16	21st Overpass Final Design	2008	1,700,000
17	21st Overpass, ROW & C	2009 - 2013	37,000,000
18	21st, Fairview to Broadway	2006 - 2008	300,000
19	21st, I-135 to Hillside Streetscape	2007	80,000
20	21st/BNSF Rail Crossings (4)	2008 - 2009	1,000,000
21	25th, I-135 to Broadway	2009 - 2012	2,500,000
22	29th Rail Crossings (4)	2009 - 2010	1,000,000
23	29th @ Ohio Bridge	2005 - 2008	760,000
24	29th/Broadway (intersection)	2011 - 2014	1,675,000
25	Bus Stop Improvements	2008	75,000
26	Gateway and Landscape E. of I-135 (D)	2008	100,000
27	Market/Park Place 2-Way Conversion	2007	20,000
28	Ohio, 25th to 33rd, Restripe	2007	30,000
29	Regional Gateway, 21st @ I-135 (D)	2008	25,000
30	Transit Hub (International Marketplace)	2008	50,000
31	West Area Gateways (D)	2008	100,000
	Phase III		
32	21st & Grove Development Site	2011	2,000,000
33	21st, Woodland to Broadway	2011 - 2014	5,250,000
34	21st/Broadway Local Street Network	2011 - 2014	2,000,000
35	BNSF Relocate Mainline (D)	2011 - 2014	2,000,000
36	Pedestrian Signalization	2011	200,000
37	Regional Gateways, I-135 @ 21st & 29th	2012	500,000
38	Remaining Gateways	2013	500,000
39	Remaining Rail Crossings	2013 - 2014	500,000
	Center City		
40	Intersection Improvements [B]	2011 - 2014	3,338,000
41	New Streets [B]	2011 - 2012	456,000
42	On-Street Parking Improvements [B]	2012 - 2014	497,000
43	Park in Village Square [A]	2012 - 2013	1,709,000
	Delano		
44	Bike Path, Seneca to McLean	2006	466,000
45	Douglas Streetscape, Seneca-Vine [B]	2012 - 2013	2,300,000
46	Douglas Streetscape, Vine-Meridian [C]	2012 - 2014	2,520,000
47	Gateways [A]	2010 - 2011	200,000
48	Lighting, University, Hiram-Seneca [B]	2011 - 2012	715,000
49	Triangle Park [E]	2013 - 2014	1,305,000
	Downtown		
50	Master Plan [A]	2005	250,000
	Hilltop		
51	Master Plan [A]	2006	125,000
	Historic Midtown		
52	Ark. River Improvements/Amenities	2012 - 2013	250,000
53	Community Plaza Study	2011	150,000
54	Landscaping & Street Design	2010 - 2011	90,000
55	Storm Drainage Infrastructure Study	2010	300,000
56	Transportation/Parking/Pedestrian Plan	2010	100,000

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	PROJECT CATEGORY	CONSTRUCTION YEAR	TOTAL PROJECT COST
McAdams			
57	13th N. Median & Turn Lanes [B]	2009 - 2011	560,000
58	Alleyway Screening [C]	2011 - 2012	50,000
59	Bike Path [C]	2006	1,227,000
60	Dunbar Area Feas. Study [A]	2005	35,000
61	Lighting Improvements [B]	2008 - 2010	29,000
62	Murdock Landscaping & Art [B]	2005 - 2006	25,000
<u>FREEWAYS</u>			
1	Orme	2005 - 2006	1,000,000
2	Woodlawn	2006	18,400,000
3	Rock	2005 - 2007	65,600,000
4	Webb	2005 - 2009	37,000,000
5	Greenwich	2007 - 2010	32,000,000
6	Zelta, 127th E., KTA Bridge	2009 - 2011	13,500,000
7	K-96 & 143rd E.	2012 - 2013	18,400,000
8	119th/135th/151st W.	2008 - 2012	32,000,000
9	NW Bypass R-O-W	2005 - 2007	4,500,000
<u>PARKS</u>			
1	Athletic Courts	2005 - 2014	2,260,000
2	Athletic Field Master Planning	2005	30,000
3	Bike Path, Central/Waco to 15th N/Bdwy	2005	715,000
4	Bike Path, I-135 to Gypsum Creek	2006	200,000
5	Bike Path, K-96, Grove Park to Oliver	2005	225,000
6	Botanica Expansion	2009 - 2014	8,470,000
7	Century II Key & Lock System	2005	75,000
8	Century II Renovation/Expansion	2005 - 2013	21,055,000
9	Century II Stage Equipment	2005	50,000
10	Chapin Park	2006 - 2007	770,000
11	Chisholm Creek Lake	2009	750,000
12	Clapp G.C. Storage Tank	2007	20,000
13	Clapp G.C. Clubhouse Renovation	2013	750,000
14	Clapp G.C. Parking Lot	2007	30,000
15	Clapp G.C. Perimeter Fence	2010	90,000
16	College Hill Park	2009	200,000
17	Consolver G.C. Storage Tank	2007	20,000
18	Consolver G.C. Bunker Renovations	2009	350,000
19	Consolver G.C. Clubhouse Renovation	2005 - 2009	425,000
20	Consolver G.C. Parking Lot	2006	100,000
21	Country Acres Park	2008	150,000
22	Enhancement Projects (Bike Paths)	2006 - 2014	11,700,000
23	Finlay Ross Park	2009	300,000
24	Garvey Park	2005	300,000
25	Grove Park	2005	600,000
26	Heritage Square Park	2009	75,000

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	PROJECT CATEGORY	CONSTRUCTION YEAR	TOTAL PROJECT COST
27	Ice Sports Facility	2005 - 2008	445,000
28	Irrigation Systems Replace/Upgrade	2005 - 2014	2,000,000
29	K-96 Lake	2005	400,000
30	Land Acq. & Development	2005 - 2014	3,500,000
31	Lincoln Park	2005	110,000
32	Linwood Park	2008	500,000
33	MacDonald G.C. Storage Tank	2007	20,000
34	MacDonald G.C. Clubhouse Renovation	2014	1,500,000
35	MacDonald G.C. Clubhouse Roof	2006	30,000
36	MacDonald G.C. Perimeter Fence	2008	120,000
37	Minisa Park	2008	250,000
38	N.E. Baseball Complex	2006 - 2007	1,000,000
39	N.E. Sports Complex	2005	300,000
40	Naftzger Park	2009	200,000
41	Orchard Park	2007	300,000
42	Park Facilities Renovation	2005 - 2014	4,200,000
43	Park Lighting	2005 - 2014	1,000,000
44	Parking Lots & Entry Drives	2005 - 2014	4,500,000
45	Planeview Park	2005 - 2006	500,000
46	Playground Rehab/Development	2005 - 2014	2,000,000
47	Park Master Planning & Development	2006 - 2013	7,750,000
48	Schweiter Park	2005 - 2006	510,000
49	Sidewalks, Paths, Decks & Pads	2005 - 2014	400,000
50	Sim G.C. Driving Range	2011	85,000
51	Sim G.C. Mtce. Building	2005	75,000
52	Sim Park	2005 - 2009	400,000
53	South Arkansas River Park	2006	270,000
54	Swimming Pools Refurbishment	2005 - 2014	1,100,000
55	Sycamore Park	2007	280,000
56	Watson Park	2006	540,000
57	West Douglas Park	2007	450,000
58	Wildwood Park	2007	100,000
59	Woodland Park	2007	190,000

PUBLIC FACILITIES

1	Animal Shelter (New)	2006	6,800,000
2	Art Museum Humidifier	2006 - 2007	165,000
3	Branch Library Parking Lots	2010	150,000
4	Central Maint. Facility Expansion	2005 - 2011	3,750,000
5	Central Maint. Facility Restroom Add.	2006	75,000
6	City Facilities ADA Compliance	2005 - 2014	1,500,000
7	City Hall Building Control System	2012	75,000
8	City Hall Campus/Security Mods	2005	556,000
9	City Hall First Floor Remodel	2007	1,950,000
10	City Hall Garage Repairs	2006 - 2012	500,000
11	City Hall Roof Replacement	2006	150,000

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	PROJECT CATEGORY	CONSTRUCTION YEAR	TOTAL PROJECT COST
12	Facilities Space Util./Erg. Imps.	2005 - 2008	3,000,000
13	Fire Apparatus Replacement	2005 - 2014	21,121,000
14	Fire Station Construction/Relocation	2005 - 2009	9,800,000
15	Fire Training Grounds Concrete	2006	750,000
16	Fire Training Tower Replacement	2006	950,000
17	Hotel at Old Town Parking Garage	2010	200,000
18	Lawrence Dumont Stadium	2011	525,000
19	Mid-America All Indian Center	2006 - 2007	600,000
20	National Guard Center	2009 - 2010	7,720,000
21	Police Bomb Range Relocation	2005	500,000
22	Police Helicopter	2014	1,500,000
23	Police Mobile Radios/Dispatch Equip.	2006	840,000
24	Police Property & Evidence Shelving	2005	50,000
25	Police Substation Renovation/Relocation	2005 - 2006	2,575,000
26	SOB Parking Garage	2010	250,000
27	SOB Roof & Garage Roof	2006	255,000
SEWER			
1	Basin 4 Improvements	2005 - 2006	600,000
2	Cowskin Wetlands Development	2005	240,000
3	4-Mile Creek, Remove Wawona PS (18")	2008 - 2010	1,300,000
4	4-Mile Creek, Brookhaven-Crestview	2008 - 2010	1,000,000
5	4-Mile Creek Plant Improvements, Ph 2	2011 - 2013	3,000,000
6	I-135, Pawnee to English (54")	2005 - 2009	8,000,000
7	Kellogg Sewer Relocation, Phase 2	2006	500,000
8	Mains for Future Development	2005 - 2014	21,500,000
9	Master Plan Update	2005 - 2010	1,000,000
10	Mid-Continent Pump Station	2011 - 2013	1,390,000
11	Mid-Continent Treatment Plant	2005 - 2007	23,500,000
12	North Central Treatment Plant	2014	1,700,000
13	Pawnee @ Union Pacific RR (36")	2006	250,000
14	Plant 2 Nutrient Removal	2008 - 2013	7,075,000
15	Reconstruction of Old Sanitary Sewers	2005 - 2014	47,200,000
16	Replace & Rehab Plant Equipment	2005 - 2014	500,000
17	Riverside Siphon	2008	500,000
18	Walnut Interceptors	2009 - 2013	1,500,000
19	Walnut Pump Station	2009 - 2011	2,500,000
20	War Industries Pump Station	2011 - 2013	2,290,000
21	WaterWalk	2005 - 2006	640,000
STORM WATER			
1	1st N./2nd N. East Outfall	2006 - 2007	6,200,000
2	1st N./2nd N. West Outfall Extension	2007 - 2011	6,000,000
3	9th N. West Outfall	2006 - 2009	5,250,000
4	9th N. West Outfall Extension	2009 - 2012	1,320,000
5	37th/Woodrow Pump Station	2007 - 2010	5,250,000

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	PROJECT CATEGORY	CONSTRUCTION YEAR	TOTAL PROJECT COST
6	Cadillac Lake	2005	1,000,000
7	Cowskin Drainage	2005 - 2007	16,500,000
8	Dry Creek, Douglas to 9th N.	2009 - 2011	3,500,000
9	Dry Creek, Edgemoor to Central	2009 - 2010	640,000
10	Dry Creek, Kellogg to Douglas	2008 - 2011	2,530,000
11	Dry Creek, Lincoln to Orme	2005 - 2007	1,300,000
12	Gypsum Creek, Pawnee to Woodlawn	2007	2,100,000
13	Gypsum Creek, Rock to Eastern	2006 - 2009	1,200,000
14	Gypsum Creek, West of Hillside	2006	605,000
15	Hoover, Douglas to 13th N.	2007 - 2010	4,100,000
16	Kellogg, Mt. Carmel to Knight	2009 - 2010	502,009
17	Pump Station #1 Collection System	2009 - 2012	5,200,000
18	Seneca at 2nd N. & 3rd N.	2009 - 2010	770,000
19	Wichita Drainage Canal	2005 - 2010	850,000
TRANSIT			
1	Equipment & Facilities Enhancements	2005 - 2011	4,575,000
2	Intelligent Transportation Systems	2005 - 2009	4,605,000
3	Replacement of Coaches & Vans	2005 - 2013	6,673,000
4	Trolleys	2006 - 2009	2,111,000
WATER			
1	1st N./McComas to Douglas/Hoover (36")	2006	1,500,000
2	13th N. across K-96 (16")	2010	490,000
3	13th N., 135th W. to 151st W. (16")	2014	320,000
4	13th N., Webb to Greenwich (16")	2007	480,000
5	21st N., 135th W. to 151st W. (24")	2012	450,000
6	21st N., Maize to 1/2 mile W. of 119th W. (24")	2014	2,560,000
7	21st N., Ridge to Maize (30")	2013	3,470,000
8	29th N./Ohio to 25th N./New York (12")	2010	140,000
9	29th N., 127th E. to 143rd E. (12")	2014	370,000
10	29th N., 127th E. to 159th E. (16")	2014	970,000
11	29th N., 135th W. to 151st W. (16")	2013	580,000
12	29th N., Greenwich to 127th E. (16")	2010	570,000
13	31st S., 135th W. to 151st W. (16")	2014	510,000
14	31st S., 143rd E. to 159th E. (16")	2014	600,000
15	31st S., Maize to 119th W. (12")	2010	470,000
16	31st S., Webb to 143rd E. (20")	2012	2,060,000
17	37th N. Booster Pump Station	2010	1,730,000
18	37th N. & 135th W. to NW Elev. Storage	2006	160,000
19	37th N., Maize to 135th W. (16")	2009	1,100,000
20	42nd N./Webb to 37th N./Greenwich (20")	2008	1,100,000
21	45th N., Rock to Webb (16")	2006	310,000
22	47th S., Hoover to West (16")	2009	1,100,000
23	47th S., West to 3/4 m E. (12")	2011	100,000
24	47th S., West to Ridge (16")	2012	610,000

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	PROJECT CATEGORY	CONSTRUCTION YEAR	TOTAL PROJECT COST
25	55th S., W. from Seneca (12")	2011	240,000
26	63rd S., Hydraulic to Southern (16")	2012	1,200,000
27	119th W., 31st S. to MacArthur (16")	2014	700,000
28	119th W., Carr to Pawnee (16")	2010	470,000
29	119th W., Pawnee to 31st S. (16")	2010	530,000
30	127th E., 13th N. to 1/2 mile S. (16")	2013	490,000
31	127th E., 29th N. to 1/2 mile S. (16")	2010	250,000
32	127th E., 31st S. to MacArthur (16")	2013	670,000
33	127th E., Mt. Vernon to Pawnee (16")	2006	270,000
34	127th E., Pawnee to 31st S. (16")	2011	530,000
35	135th W., 13th N. to 21st N. (24")	2008	845,000
36	135th W., 29th N. to 37th N. (24")	2006	750,000
37	135th W., Auburn Hills to Kellogg (16")	2010	340,000
38	135th W., Central to 1/3 m S. (20")	2006	150,000
39	135th W., Central to 13th N. (20")	2010	750,000
40	135th W., Kellogg to Pawnee	2014	400,000
41	135th W., Maple to Kellogg (30")	2010	1,260,000
42	135th W. & Maple Inline Booster Station	2005	650,000
43	143rd E., 13th N. to 17th N. (12")	2013	280,000
44	143rd E., 17th N. to 21st N. (16")	2010	720,000
45	143rd E., 31st S. to MacArthur (16")	2014	510,000
46	143rd E., Harry to Pawnee (12")	2012	390,000
47	143rd E., Pawnee to 31st S. (12")	2012	420,000
48	151st W./Kellogg to 135th W./Pawnee (16")	2013	1,130,000
49	151st W., 21st N. to 29th N. (16")	2013	600,000
50	151st W., Maple to 21st N. (16")	2012	1,260,000
51	151st W., Pawnee to 31st S. (16")	2014	470,000
52	159th E., 13th N. to 21st N. (24")	2011	820,000
53	159th E., 13th N. to 3/4 m S. (20")	2011	770,000
54	159th E., Kellogg to 3/4 m N. (16")	2011	440,000
55	159th E., Lincoln to Harry (16")	2006	380,000
56	159th E., Pawnee to 31st S. (12")	2014	460,000
57	167th W., Kellogg to Pawnee (16")	2014	600,000
58	Aerial Photography and Ortho Photo	2006 - 2012	450,000
59	Arena	2007	500,000
60	Arkansas, 16th N. to 20th N. (20")	2006	440,000
61	Arkansas, 29th N. to 37th N. (16")	2010	780,000
62	Automated Meter Reading	2005 - 2007	1,500,000
63	Boeing Supply Replacement	2012 - 2014	2,400,000
64	Caddy, Central to Fairway (8")	2011	52,000
65	Central & Big Ditch Pressure Relief Valve	2007	50,000
66	Central, 135th W. to 151st W. (16")	2014	550,000
67	Central, Bay Country to 135th W. (16")	2006	460,000
68	Cheney Watershed Protection Program	2005 - 2014	2,350,000
69	Clearwell Piping Connections	2013	500,000
70	Douglas, Hoover to Maple (36")	2007	1,100,000

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	PROJECT CATEGORY	CONSTRUCTION YEAR	TOTAL PROJECT COST
71	Fabrique, Kellogg to Lincoln (20")	2011	700,000
72	Future Water Supply - Rights & Wells	2005 - 2013	500,000
73	Gold, 31st S. to 35th S. (20")	2010	460,000
74	Greenwich, 29th N. to 37th N. (20")	2008	770,000
75	Greenwich, 31st S. to MacArthur (16")	2013	470,000
76	Greenwich, Pawnee to 31st S. (12")	2012	400,000
77	Harry, Rock to Webb (30")	2008	1,270,000
78	Harry, SEBPS to Rock (42")	2006	870,000
79	Harry, SEBPS to Woodlawn (36")	2008	720,000
80	Harry, Seneca to Orient (12")	2010	220,000
81	Harry, Webb to Greenwich (24")	2011	1,060,000
82	Hess Motor Replacements	2005	1,000,000
83	Hoover, 21st N. to 25th N. (20")	2010	210,000
84	Hoover, 47th S. to 1/2 mile N. (16")	2009	230,000
85	Ida, Central to Waterman (30")	2008	970,000
86	Ida, Waterman to SEBPS (42")	2008	1,150,000
87	Kellogg, 119th W. to 135th W. (16")	2010	600,000
88	Kellogg, 135th W. to 151st W. (16")	2010	600,000
89	Kellogg, 151st W. to 167th W. (20")	2013	640,000
90	Lincoln, 159th E. to 1/4 mile W. (16")	2006	380,000
91	Longford, Harry to Bluestem (12")	2006 - 2008	310,000
92	MacArthur, 119th W. to Maize (16")	2014	550,000
93	MacArthur, 127th E. to 143rd E. (16")	2014	700,000
94	MacArthur, Greenwich to 127th E. (16")	2013	670,000
95	MacArthur, K-15 to Oliver (24")	2011	710,000
96	MacArthur, Rock to Webb (16")	2012	620,000
97	MacArthur, Webb to Greenwich (16")	2013	640,000
98	Mains for Future Development	2005 - 2014	27,000,000
99	Mains Replacement Program	2005 - 2014	43,000,000
100	Maple, W. of 135th W. (30")	2010	690,000
101	Maple & Exposition to SEBPS (48",42",36")	2005 - 2007	12,800,000
102	Maple Booster Pump Station	2007	2,790,000
103	Maple BPS to Julia & Taft (16")	2010	280,000
104	Maple BPS to Taft & Woodchuck (36")	2008	3,250,000
105	Meridian, Newell to 1st N. (24")	2013	600,000
106	Northwest Elevated Storage Facility	2006	3,120,000
107	Northwest Water Treatment Plant	2008 - 2011	12,000,000
108	Oliver, 37th N. to 3/4 mile N. (16")	2010	350,000
109	Pawnee, 119th W. to 135th W. (12")	2014	400,000
110	Pawnee, 127th E. to 1/2 m W. (16")	2006	190,000
111	Pawnee, 127th E. to 143rd E. (16")	2011	580,000
112	Pawnee, 143rd E. to 159th E. (16")	2011	580,000
113	Pawnee, 151st W. to 167th W. (16")	2014	460,000
114	Planeview Consumer Line Improvements	2005 - 2007	300,000
115	Purchase of Rural Water Districts	2005	500,000
116	Ridge, MacArthur to 26th S. (16")	2005	260,000

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	PROJECT CATEGORY	CONSTRUCTION YEAR	TOTAL PROJECT COST
117	Ridge, MacArthur to 47th S. (12")	2012	540,000
118	Ridge, Taft to Central (36")	2010	930,000
119	Rock, 22nd N. to 29th N. (12")	2014	320,000
120	Rock, Harry to Pawnee (24")	2008	1,040,000
121	Security Enhancements	2005 - 2006	8,000,000
122	SEBPS Discharge to Harry (42", 36")	2006	330,000
123	Southeast Pump & Storage	2005 - 2010	4,920,000
124	Substation Facilities	2005	50,000
125	Surge Tank Rehabilitation	2006	400,000
126	Taft/Woodchuck to Kellogg/135th W. (30")	2009	3,860,000
127	Treatment Residual Relocation	2006	1,000,000
128	Tyler, Harry to Pawnee (16")	2011	810,000
129	Tyler, Yosemite to 1/2 m N. (12")	2008	210,000
130	Water Master Plan (Update)	2009 - 2014	1,000,000
131	Water Supply Plan (Phase III)	2005 - 2012	95,320,000
132	WaterWalk	2005 - 2006	436,000
133	Webb, 31st S. to MacArthur	2012	770,000
134	Webb, Pawnee to 31st S. (20")	2011	560,000
135	Wellfield Meter Replacement/Testing	2005	200,000
136	Westridge, Zoo to Central (24")	2008	370,000
137	Woodlawn, 2nd to Kellogg (20")	2006	730,000
138	Yosemite, Tyler to 1/2 m N.W. (12")	2008	180,000
139	Zimmerly/Capri to Breckinridge/Burrus	2010	180,000

